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INFORMATION REPORT

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ACQUIRER

East Germany

DATE DISTR. 17 February 1954

SUBJECT

Central Motor Vehicle Repair Shop at Berlin
Oberschoeneweide

NO. OF PAGES 4

PLACE ACQUIRED

NO. OF ENCLS
(LISTED BELOW)

DATE OF INFO

ILLEGIB

SUPPLEMENT TO REPORT NO. 25X1A

The following is a list of equipment which, during the months of July, August, September and October 1953, has been repaired, overhauled or produced at the Soviet central motor vehicle work shop in Oberschoeneweide.

16 July

Acquired450 engines of various makes
(prescribed quota: 400)Produced
 400 Studebaker motor casings
(prescribed quota: 550)
 100 Willys motor casings
(prescribed quota: 150)
 50 tops of motor casings
 35 bodies for workshop trucks
 20 lathes
 200 Cardan shafts
 150 short Cardan shafts
 100 drilling machines
 100 oil pumps
 150 work benches
 100 portable forges
 50 tool cases
 100 ZIS brake drums

21 August

Acquired

100 engines

 500 Studebaker motor casings
 400 Willys motor casings
 500 tops for motor casings
 35 bodies for workshop trucks
 25 lathes
 200 Cardan shafts
 200 drilling machines
 100 portable forges
 200 work benches
 50 tool cases
 100 oil pumps

 100 spark plug testers
 100 oil pumps

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RepairedProducedIn September

300 engines

550 Studebaker motor casings
 200 Willys motor casings
 750 tops for motor casings
 1,000 quarter bends for Studebaker vehicles
 800 quarter bends for Willys vehicles
 35 bodies for workshop trucks
 4,500 long and short Cardan shafts for
 Studebaker and Chevrolet vehicles
 40 lathes
 15 grinding benches
 100 drilling machines
 500 service cabinets
 120 work benches
 100 tool cases
 200 brake drums for Studebaker vehicles
 300 brake drums for Willys vehicles

In October

300 engines

8 command cars

4 buses

5 trucks with hoisting gears

600 Studebaker motor casings
 200 Willys motor casings
 800 tops for motor casings
 500 quarter bends
 15 bodies for workshop trucks
 30 lathes
 10 grinding machines
 20 crank shafts
 250 fuse boxes
 4,500 Cardan shafts
 50 drilling machines
 30 work benches
 30 tool cases
 150 ZIS brake drums
 200 Willys brake drums

2. The following is a list of engines sent from Zeesen to Oberschoeneweide for complete overhaul in August, September and October:

In August

About 150 ZIS
 " 35 Willys
 " 60 Studebaker
 " 40 Chevrolet
 " 45 Ford

In September

About 110 ZIS
 " 20 Willys
 " 10 Gas
 " 50 Chevrolet
 " 70 Ford
 " 40 Studebaker

In October

About 125 ZIS
 " 30 Willys
 " 35 Studebaker
 " 75 Chevrolet
 " 40 Ford

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3. The following new engines were sent back to Zeesen from Oberschoeneweide:

In August

About 170 ZIS

" 30 Willys
" 60 Studebaker
" 40 Chevrolet
" 40 Ford

In September

About 105 ZIS

" 20 Willys
" 39 Studebaker
" 45 Chevrolet
" 70 Ford
" 10 Gas

In October

About 115 ZIS

" 30 Willys
" 35 Studebaker
" 75 Chevrolet
" 40 Ford

4. Products such as motor casings, equipment for workshop trucks and spare parts were dispatched to the following locations during the months of July until October 1953:

To Ketschendorf
in August

7 carloads of work benches and spare parts

To Markersdorf
in July

15 cars with 30 bodies for workshop trucks

To Frankfurt/Oder-
border
in July

5 cars with 150 Studebaker and 150 Willys motor casings,
300 tops for motor casings and 200 boxes with spare parts

in August

10 cars with 400 Studebaker and 200 Willys motor casings,
600 tops and 400 boxes with spare parts

in September

3 cars with Studebaker motor casings, 3 cars with 360 Willys
motor casings, 1 car with 120 boxes with tools, 1 car with
2,500 Cardan shafts, and 2 cars with spare parts

in October

5 cars with 600 Studebaker motor casings, 2 cars with 2,500 Cardan
shafts, 1 car with 150 boxes with spare parts, 1 car with 500
tops for motor casings and 2 cars with spare parts

To Bad Freienwalde

10 cars with 18 bodies for workshop trucks

in October

To Ziesar

10 cars with 20 bodies for workshop trucks

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5. Raw material in blocks that arrived in the foundry for motor casings included 10 carloads in August, 10 carloads in September and 8 carloads in October.

6. In August and September, 30 Studebaker bodies were fitted with van-like superstructures equipped with elegant furniture.

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7. In October, the first 50 crank shafts were produced after thorough experiments had been made. The shafts were casings which were installed in several Studebaker trucks for test purposes.⁴

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1. [] Comment. The quarter bends produced at the plant are connecting pieces between the motor casing and exhaust.

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2. [] Comment. Though information on export shipments to the USSR is received for the first time, such measure is believed possible.

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3. [] Comment. These van-like cars will presumably serve as command cars for high-echelon headquarters in case of mobilization.

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4. [] Comment. Compared with the reference report, the present information shows an increase in the capacity of the plant at Oberschoeneweide which can be considered the largest motor vehicle repair plant in East Germany. The high percentage of spare parts produced at the shop is noteworthy. So far, these spare parts have to a large extent been delivered by the USSR and/ or by the East Zone production via the motor vehicle spare part depot in Fuerstenwalde-Ketschedorf. The experiment with the crank shafts of cast material for Studebaker motors appears to be an emergency measure as, probably, spare parts from the Lend-Lease Program of 1943 were no longer available. However, Soviet troops in East Germany are still equipped with a high percentage of foreign motor vehicles.

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